

ROADBED SLIPPED, PROBABLE CAUSE OF GREAT RAILROAD DISASTER.

SEARCHLIGHTS ON THE DISASTER TO-DAY.

Urged by the Officers of the Company, the State Railroad Commissioners Will Begin an Immediate Investigation.

DEPEW THINKS THE ROADBED GAVE WAY.

He Scouts the Idea That There Are Other Parts of the Central's Grade, Bordering the Hudson, Which Are Liable to Slip Into the River.

President Depew, General Manager Toney and Superintendent Van Etten conferred early yesterday. Afterward Dr. Depew made this statement: "I have sent this dispatch to the State Board of Railroad Commissioners:

"I would request that your investigation of the accident upon our line yesterday near Garrison, N. Y., be made at the earliest possible moment, and if you will name the day and place I will see that you are in possession of all the information we possess, and that the officers of the company are in attendance.

"During the last fiscal year, ending June 30, we carried 23,169,483 passengers, and not a passenger was killed and only fifteen were injured, during that time. The disaster of Sunday morning was a peculiarly and event; but we do not feel that any human forethought, care or precaution could have averted it. It may be remembered that a few years ago we had a somewhat similar disaster, in which, however, no lives were lost. At that time a small train slid down upon our tracks. Where the strata are of a peculiar formation, it is not unusual for a layer to slip away. Take, for instance, the bridge away of the Harlem River speedway. There was no weight on that nor, so far as we know, were there any seismic disturbances, but one day a section of it broke away from the side hill, doing great damage.

"No reports have been made to us by any of our employees yet, and as the disaster is being thoroughly investigated, we do not expect any definite conclusions for several days. All is conjecture now. Mr. H. Walter Webb, the third vice-president, and General Superintendent Van Etten have gone to the scene. Our head roadmaster,

train would have toppled over the embankment.

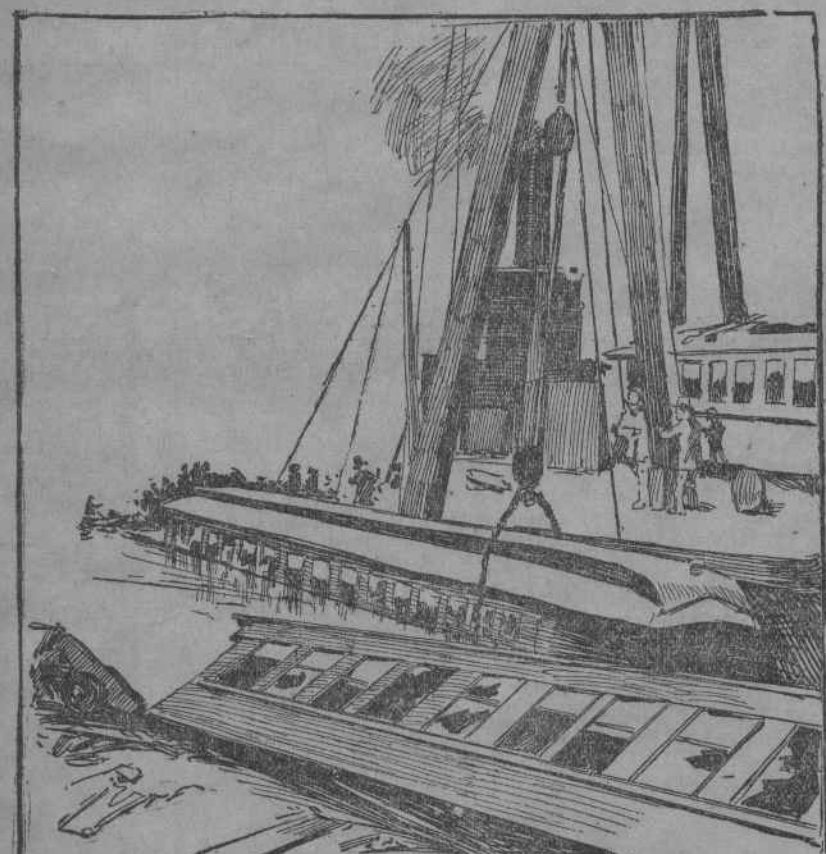
"Everybody has been accounted for," he continued, except young McKay, the engineer, and the fireman. Their bodies have not been recovered. There have been high tides in the river of late, but the steady east winds have destroyed much of their force. The roadbed there had stood every strain for years and years, and only an hour before the accident the first Atlantic Express had crossed this point in safety. Thus, you see, it is futile to talk about causes till more is known."

Inquiry to Be Held To-Day.

Colonel Ashley W. Cole, president of the State Railroad Commission, when seen at the Murray Hill Hotel last evening, said: "I have been up to the scene of the catastrophe and have talked with the railroad officials there as well as in the city. The official investigation will be held here to-morrow and possibly we may go to Garrison."

"Of course, it is too soon to express any official opinion in the matter, but it seems to me that if the composition and contour of the land to the east of the railroad company's tracks are such as to render landslides liable, the ground should be cleared away and a foundation laid at such a depth that a perfectly level footing may be secured.

"I am not prepared to say now whether or not the masonry track, the railroad tracks, at the water's edge, had been cemented or was merely a dry wall of masonry when originally constructed. I do not understand that the number of dead will exceed twenty.



Wrecking Tug Raising the Sleeper Hermes.

Mr. Otis, is on the ground. We have located the engine. It had nobody in it. So, we infer that the engineer and the fireman, and very likely Mr. McKay, must have jumped before the locomotive plunged into the river, or else that their bodies have floated out of the broken cab.

Was There a Broken Axle.

"If, when the locomotive is raised, an axle is found to be broken, one hypothesis can be formulated at once. The engineer was in the best position to know what caused the disaster. Whether he saw this yawning hole in the roadbed, or whether the roadbed did not give way until the train was fairly on it can only be guessed, for the engineer is dead.

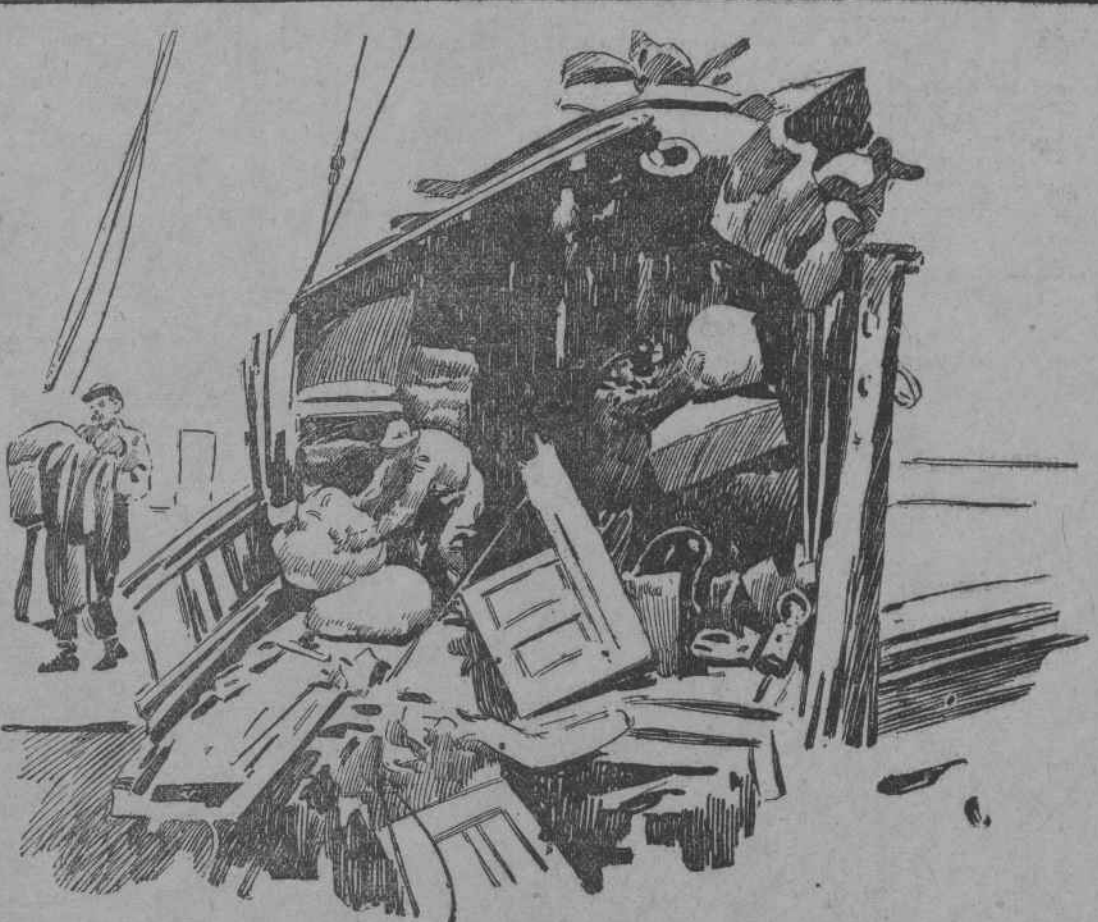
"My own impression is that part of the track slid into the river; but if an axle broke the terrible impact of that train would account for the condition of the roadbed. The engine and tender weighed one hundred tons; there were six forty-ton sleepers, a thirty-ton express car and combination and baggage cars weighing as much more. Take a body weighing 430 tons, travelling at the rate of forty-five miles an hour, and it is merely a matter of computation to calculate the tremendous force exerted.

"The roadbed has been the same for the last forty years. No changes had been made except to lay one hundred-ton rails in place of seventy-ton rails a short time ago. It was constructed according to the best of engineering ability and with the best materials. It was inspected carefully and repeatedly each day by section hands and inspected only last week by the corps of roadmasters, who were on their annual tour. I am informed that Roadmaster Otis has given it as his unofficial first opinion that the disaster was due primarily to the action of the water on the embankment, but there was a solid wall of masonry protecting the embankment and the foundation, and ballasting was of the best construction.

"Rot," Says President Depew.

Dr. Depew characterized as "rot" the statement alleged to have been made by one A. E. Sharkness, claiming to be a civil engineer, to the effect that the construction of the roadbed was faulty and that similar weak spots were to be encountered at other points along the Hudson. The wild yarns about dynamite being used by some sinister individuals were deemed unworthy of notice.

General Manager Toney said, upon his arrival at President Depew's office, that he had made a thorough examination of the embankment at the scene of the accident and had found no indication that it had suffered through incursions of water. In his judgment the accident was due to the concussion of the train on the roadbed, caused by some defect in the locomotive. He said if the driving rod had broken on the river side, the roadbed would have been torn up and the retaining wall torn away. Just as happened, and the train would have been precipitated into the river. If the driving rod had broken on the other side of the locomotive, the



Removing Clothing and Bedding from the Sleeper Glen Alpine.

roadbed company and the Wagner Palace Car Company put their loss at \$75,000. The three Wagner sleepers represented something over \$45,000; the locomotive, which had been overhauled recently, was worth \$10,000; one combination car was worth \$5,000; one ordinary day coach, \$2,000; one express car, \$3,500.

At the Post Office it was said yesterday that the letters received from the wrecked train had been spread out on tables to dry, and in some cases the letters had been addressed in lead pencil and were quite illegible would be delivered this morning.

At the Flower Hospital it was said last night that the injured were progressing comfortably. Charles Buchanan, of No. 415 West Ford seventh street, whose face and hands were badly cut, and who was suffering from shock and exhaustion, will be able to leave the hospital to-day. He is married and is employed in the motor department of the New York Central road.

Smith Still Very Weak.

John Smith, of Buffalo, is hurt internally and cut and bruised about the head and arms. He is forty-six years old, and is employed in the express company's office at No. 65 Broadway. Both Smith and Buchanan were cut through breaking the car windows and trying to make their escape.

Smith's wife and family live in Buffalo. He was so weak all day yesterday he could not give any coherent account of how he sustained his injuries. It will be several days before he will be able to leave the hospital.

John Flood, who lives at Lockport, N. Y., was discharged from the hospital yesterday. He is twenty years old and has a severely lacerated right arm and hand and a cut over his right eye. He thinks he received his injuries while swimming in the cabs of locomotives, and she received a dislocated shoulder from the same cause. As soon as he regained his strength a little he insisted upon leaving for his home.

When no word was received from Algonon G. McKay, secretary to Superintendent Van Etten, his wife became almost frantic and insisted upon going to the scene of the accident. She was in a state of collapse all Sunday night, under the constant care of a physician and a nurse in the handsomely appointed home of the young couple at No. 25 West One Hundred and Twelfth street. She said her husband had a fancy for riding in the cabs of locomotives, and she received a dislocated shoulder from the same cause. As soon as he regained his strength a little he insisted upon leaving for his home.

Among those unaccounted for yesterday morning, but who were discovered during the day, were Mr. and Mrs. D. Werschmidt, of Montreal. They had taken passage on the train at Buffalo. When the sixty-six passengers on the sleepers had been accounted for, Monday morning, his wife could not be found. They were discovered at the Murray Hill Hotel in the afternoon, whence they left for their destination, said to be Brooklyn.

APPRAISERS LOSE A POINT

Failure of Protesting Importers to Pay the Difference in Duties in Time Does Not Invalidate Their Claim.

Washington, Oct. 25.—Goldenberg Brothers & Company, of New York, imported a large quantity of silk velvets and nettings under the McKinley tariff law. It was appraised at 60 per cent ad valorem, but the firm claimed that it came under another clause which provided a duty of 50 per cent ad valorem.

The amount representing the difference between the two rates was not paid for more than ten days after the liquidation on the merchandise, and was then paid under protest. The protests were not entertained by the Collector, and the case has found its way into the courts.

The Supreme Court to-day decided that the failure to pay the difference within the time specified does not operate to deprive the Board of Appraisers and the courts from reviewing the case.

Everywhere one goes to-day some conversation is heard touching upon the Chinese music in "The First Born," therefore the great Sunday Journal has decided to publish it in its special musical supplement which comes out each Sunday in full music folio form. The Sunday Journal is for sale at all news stands, and each copy contains the music.

One body was sent down from Garrison or Cold Spring, that of Mr. W. H. C. Meyers, of Tremont. It was put off at One Hundred and Thirty-eighth street, and the railroad officials knew no more than that it was marked to be buried in Woodlawn Cemetery.

Some Money Recovered.

The express company said yesterday that they could not estimate what their loss was until duplicate way bills were received from the different stations along the route. A considerable sum of money, however, was recovered intact and the company's detectives and agents do not think that any large amount will be lost. The

Big Business Boom.

Yesterday Journal "Wants" gained 301 over same day last year. Is there anything you want to sell?

NECK BROKEN IN A FOOTBALL GAME.

Andrew Hasthe, of the Yorkvilles, Fell in a Scrimmage.

HE DID NOT RISE AGAIN.

Had Gone to See a Sunday Game and Was Called as a Substitute.

This story is worth enshrining in Sunday school literature, for it is about a young man whose neck was broken while he was playing football on Sunday. He is still alive, strange to say, but his death is looked for from hour to hour.

It begins like a Sunday school story, too, for Andrew Hasthe did not mean to play football when he went to Astoria, to see the "Yorkvilles lick the village scrubs." Andrew, whose home was at No. 1568 Avenue A, was a true blue Yorkville, but he had not been picked as a member of the team. He was nineteen years old.

They were not very refined or soft-spoken youths, Andrew and his friends, but that may have been because they had spent all the week within the walls of factories and tenements houses. They were glad to be in the open air and glad to run about and have some exercise. When the teams lined up, Hasthe was not sorry to be called upon to fill the place of a Yorkville "left tackle," who was missing.

It was perhaps the delight of the tenement youths at their unaccustomed outing that spurred them to feats of valor that surprised even themselves. The pace they set was a furious one, and the rustics were routed at every point. At the end of the first half, the score stood: Yorkville, 0; Astoria, 0.

But the villagers made up in endurance for what they lacked in dash. They were slow to be warmed up, but they were full of vim and vigor. When they lined up for the second half they were humiliated and angry. The Yorkville team may have been a little exhausted, but its pluck was undiminished, and both teams were puffed for a fierce struggle.

It certainly was fierce. After the first few minutes there was not much pretence at preserving temper. There was only a strenuous desire to win at any cost—such a feeling as has been known to inspire footballers who do not live in tenements.

It was an exciting moment when Hoffer, of the Yorkvilles, secured the ball and rushed with it into the enemy's territory. Fully twenty yards he ran, dodging right and left, and scored a triumphant touchdown for the visiting team. In a scrimmage that followed, Andrew Hasthe fell upon his face and a dozen other players of both teams piled on top of him. They struggled there a second or two, a tangle of arms and legs and agonized faces, and then dispersed. But Andrew Hasthe lay still. He was unconscious.

Nothing but the players could do revived him, and Drs. Burns and White were summoned. They discovered that his neck was broken and caused him to be removed to the local hospital, where he has since lain, but were not allowed to see him. It was feared that the agitation of having visitors might occasion some movement that would sever the spinal column and cause instant death.

Acting Captain Darcy, of the Astoria police, heard of the case at the same time local hospital, where he was summoned to investigate the circumstances of Sunday's game and fix the blame, if there should be any blame to fix.

KILLED BY HER HUSBAND'S ABUSE.

Either Took Her Life in Despair or Was Slain by Him.

HE HAS BEEN ARRESTED.

Her Brother Accuses Him of Her Murder, but the Coroner Says Suicide.

John T. Williams, boy, feed and straw dealer, of No. 1414 Avenue A, was arrested early yesterday morning on suspicion of having murdered his wife, Kate.

Two weeks after Kate Mahoney became John Williams's bride, he abused her. They had grown up within a stone's throw of each other, and when Kate attained her twenty-first year, she gave both heart and hand to John Williams. That was seven years ago, last August.

With the money her frugality and industry had permitted her to save Kate started her husband on a business career, which, with his natural taste and knowledge of men and affairs, would have laid the foundation for a snug fortune had he not acquired a fondness for drink and a desire for the companionship of other women.

In one year Kate Williams's hair turned gray. Her husband ill-treated and beat her cruelly. Kate confided in no one, not even her aged mother, but there was no doubt of arms to-day, but I believe it will soon discovered the cause of the dark discolorations under her daughter's eyes, caused by the brawny fists of her six-foot husband.

They opened a feed and hay store at the northeast corner of Seventy-fifth street and Avenue A, and which are published in the rear were set apart for housekeeping purposes.

For days at a time Williams remained away from the store, and he devoted himself to the interests of the business. Her aged mother, anxious to be near her, moved from her home in Harlem to a house in an adjoining block, and by her presence sought to cheer the heartbroken wife.

Williams was in a nearby saloon last Saturday, when a man entered.

"I wish women wouldn't devote so much time to fixing their hair," he said. "I was in that feed store yonder to get some hay, but the dealer I guess has caused me to use a train. Hurry up, bartender, and give me a drink. I may be able to get that train yet."

"His hair will she, while customers are waiting? I'll see about it," and with an oath Williams stalked out of the saloon. That night, Mrs. Williams told her mother how her husband had beaten her with his fists and kicked her shins.

"I can't stand it much longer, mother," the young wife sobbed. "I can't stand it much longer," and she returned to her little home in the rear of the feed store.

On Sunday Williams went out dining with a woman. When he returned his wife was taking supper with her mother. Williams ordered her home. She obeyed, without a word.

The neighbors heard her crying and said: "Williams is beating Kate again."

At midnight Williams, pale and agitated, knocked at the door of his mother-in-law's apartment.

"Kate is dead," he said; "go to the store." Then he went away. "Joe," went to the door. The door was locked. "Joe" called two policemen. They shouldered in a pane of glass and crawled inside. Lying face downward on the kitchen floor, dead they found the young wife. She had been dead several hours. A contused lip and a broken tooth told of a fearful blow.

TRYING TO GET FOOD TO KLONDIKE.

Dog Teams Proposed as the Best Means of Transportation.

THE GOVERNMENT PLANS.

Captain Ray, U. S. A., Will Assist to His Full Power in Forwarding Supplies.

PRaise FOR JOAQUIN MILLER.

Secretary Alger's Attention Called to the Reliability and Intelligence of the Journal's Commissioner's Report on the District.

Washington, Oct. 25.—A report was received at the War Department from Captain P. H. Ray, Eighth Infantry, who was sent to investigate conditions in the Klondike. The report was dated Fort Yukon, Alaska, and the following is an abstract:

"Since closing my report yesterday the steamer Weare arrived with a cargo of 200 tons of provisions, principally staples. The captain reports that she is probably the last boat of that company for this season.

"The A. C. Company expects one more boat containing from one to four men each are coming down daily. There will be at this point, when river navigation closes, about 600 tons of provisions. Several newspaper men are going to the States with a view to organizing relief expeditions and have various projects thereon.

"This point is 370 miles from Dawson City. After the river freezes the trip can be made with dog teams, loaded, in from twenty-three to twenty-eight days. I believe this is the most practicable, and, in fact, the only point from which any real relief can be sent to those who are destitute in the Klondike country. I shall do all I can to encourage and assist the forwarding of supplies, also to protect the caches from robbers.

"There are now here 120 people. There is much dissatisfaction among some of them

SNUG HARBOR'S CHEMIST ACCUSED

Jeffers, Too, Must Undergo an Investigation Before the Trustees.

SHARES DR. JOY'S TROUBLE

Dr. Richardson Declares the Dispenser Practised for Sixteen Years Without a License.

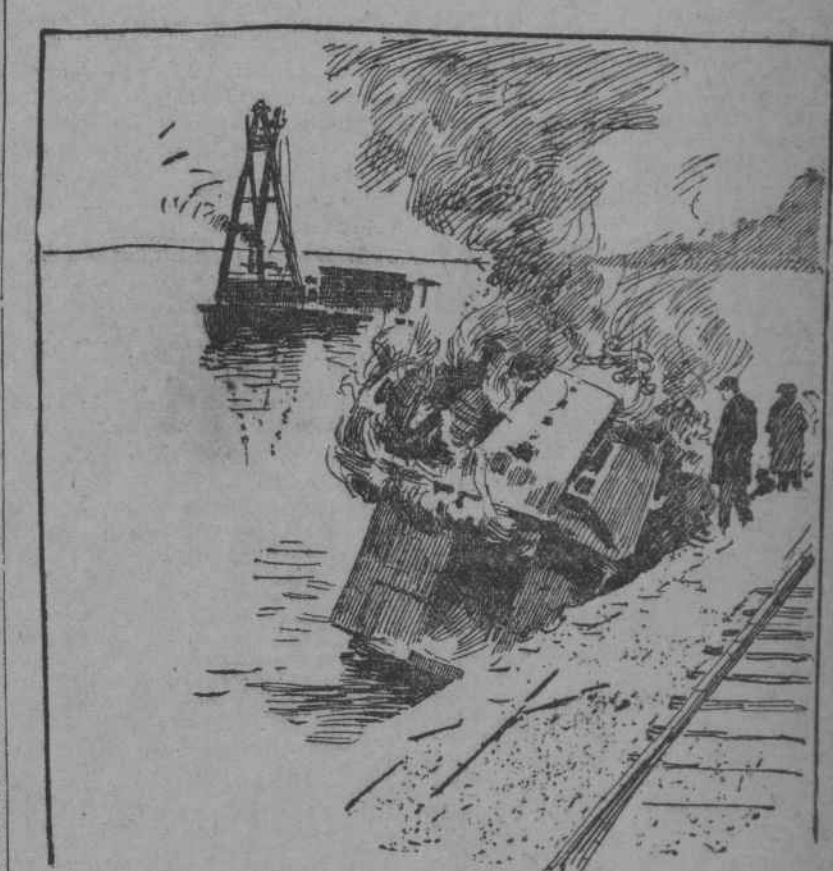
SAYS POISON WAS NOT LABELLED

He Further Alleges That Jeffers Finally Secured a License Without Observing the Formality of an Examination.

Druggist Frank Jeffers, who is in charge of the dispensary of the hospital at Sailors' Snug Harbor, will share the scrutiny of the Board of Trustees, directed upon Dr. Henry D. Joy, chief physician of the hospital. Charges of neglect, ignorance and incompetency have been made by former assistant physician and former head nurse W. McEnhill against Dr. Joy.

The trustees were to have held a meeting yesterday afternoon at 4 o'clock for the purpose of continuing an investigation begun Monday before last, but the Rev. Howard Duffield, a member of the board, could not be present and the meeting was postponed until Thursday.

Druggist Jeffers has hitherto appeared as a minor figure in the investigation, but Dr. Richardson now proposes to bring the pharmacist forward into equal prominence with Dr. Joy. Dr. Richardson charges that Jeffers practised pharmacy in the hospital for nearly sixteen years without a license; that he never studied in a school of pharmacy, and further, Dr. Richardson alleges, that Jeffers obtained a license after having been reported to the State Board of Pharmacy, without having first, as the law directs, having taken an examination. In his charges Dr. Richardson says that Jeffers frequently sent the contents of medicine into the wards without labelling the



Burning the Wreck of the Combination Baggage and Smoking Car.

over the failure of the transportation company to forward them to their destination. There have been many threats and some of the packages were damaged. The Board of Trustees has passed upon his case.

Nurse Reported Jeffers. It was Nurse W. H. McEnhill who reported Jeffers to the State Board of Pharmacy.

"I thought," said McEnhill yesterday, "that Jeffers was dangerously ignorant of his duties, and I think Dr. Richardson agreed with me. I believed it devolved upon me to rid the institution of him."

Mrs. Chant on Music Halls.

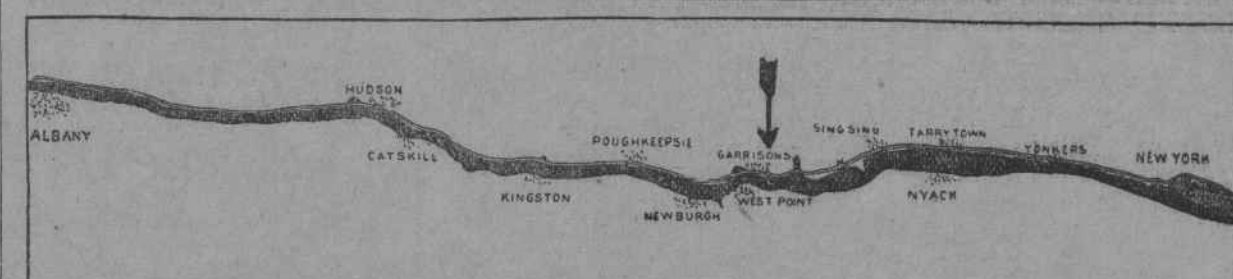
London Oct. 25.—Hundreds of people were unable to obtain admission last night at the second of the series of sacred Sunday concerts at the Oxford Music Hall, which was addressed on this occasion by Mrs. Ormiston-Chant. Mrs. Chant earnestly upheld the present movement as a long step in the right direction toward the uplifting of the thousands now wandering aimlessly in the London streets on Sunday nights, or driven to drinking and gambling, and paid a high compliment to Mr. B. F. Keith's American theatre, referring to them as the best of the future. Many of London's theatrical managers were present and warmly expressed their appreciation of Mrs. Chant's address.

DISCOVERED HIS MISTAKE.

The owner of a large apartment house recently sent for his builder to correct a serious mistake which he had discovered in his building. Though only two years old, the apartment house was not renting well, and the owner's agent had told him the reason why. "You see," he said, "the best class of tenants are now accustomed to gas ranges, and they insist upon having them. They like your apartments in nearly every respect, but when they come to the kitchen and see the coal ranges they at once begin to shy off." This was the mistake which the owner wanted to talk over with the builder. After comparing notes they agreed that it would be necessary to have the coal ranges taken out and gas ranges substituted throughout. The contract has already been let for one floor, where good tenants were only waiting for the gas ranges in order to take a long lease, and the whole house will be fitted up as soon as the work can be done. This is only a typical experience—one of many such.

The first performance of "Mothers" ("Die Mutter"), a drama in four acts by Georg Hirschfeld, will be given at the Irving Place Theatre this evening.

Mme. Marcella Sembrich's first concert will be given at the Metropolitan Opera House to-night.



New York Central Tracks on the Edge of the Hudson for 110 Miles.

For four-fifths of the distance from Spuyten Duyvil to East Albany the roadbed of the New York Central and Hudson River Railroad lies alongside the Hudson River. In many places this roadbed is upon "made ground," that is, upon an artificial foundation of rock. At some places between New York and Albany the track leaves the riverside for short distances. On the "made ground" the rail nearest the river is from four to thirty-five feet from the retaining wall at the brink. At the place where the disaster occurred the rail nearest the water was twelve feet from the retaining wall. The wall is made of trap rock, and the average thickness is six feet at the base and four feet at the top. The height of the wall above the surface of the water at low tide is about six feet. The wall was not cemented. During 1896, 23,169,483 people rode on the cars of the New York Central and Hudson River Railroad over the place where the disaster of Sunday occurred.